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Jean-Bart.

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THE

LIFE

OF

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THE CELEBRATED

JEAN-BART,

A

NAVAL COMMANDER

IN THE SERVICE OF LOUIS XIV.

FROM THE FRENCH, BY THE

RE[illegible]ARD MANGIN, [illegible]

Author of an Essay on Light Reading, &c.

" Him War and Fame alone can please;
" To war the Hero moves, thro' storms and wintry seas."
Falconer's Poems.

LONDON:

LONGMAN, REES, ORME, BROWN, AND GREEN,
PATER-NOSTER-ROW.

1828.

TO

CAPTAIN

REUBEN CAILLAUD MANGIN,

ROYAL NAVY,

THE FOLLOWING TRANSLATION

IS INSCRIBED BY

HIS AFFECTIONATE BROTHER,

E. M.

BATH, JANUARY, 1828.

PREFACE.

An article in Number 64 of the Quarterly Review, under the head, "*Memoirs* "*of Bayard,*" containing many an erudite and eloquent page, has one passage so happily suited to the subject of the following little work, that the Translator with pleasure introduces it here. "It is," says the Reviewer, "desirable that nations should be conversant "with foreign models, and particularly with "those which may be found among their *here-* "*ditary and natural Rivals.* In proportion as

"this knowledge is cultivated they will be "disposed to judge more generously, more "kindly, and more equitably, of each other."

The professional career of so great a Mariner as Jean-Bart affords a case in point. Britons, and more especially British Seamen, proverbially patriotic and brave, must relish the detail of such exploits as those of the valiant Frenchman. They will recollect, not with shame, but laudable pride, on reading of British defeat and Gallic triumph, that at the period in question, the Navy of this mighty people was in a most neglected state, alike disgraceful to the national character and the government; and exultingly reflect on its present superiority, its causes, and its consequences.

The Translator, with confidence, places in British hands a faithful version of the original

narrative; in which there is much to elicit the reader's admiration, to amuse, and instruct, and perhaps as little misrepresentation as can well be expected. At the same time it is to be regretted, that the work does not abound more in characteristic anecdote, and that it should be deficient in matters relating exclusively to maritime affairs; for instance, while the number of guns employed in action is constantly specified, the author unaccountably omits to mention the weight of metal,—a circumstance of no small moment in a seaman's estimation. He dwells, too, it will be observed, on the family connexions of his Hero, but hurries past his closing scene of life, and tells us only, and abruptly, that he died!

To make amends, however, at least to the *Naval* reader, he expatiates on his martial

disposition, his noble disregard of *self*, his promptitude in rushing upon danger when *duty* made the signal, and above all, his high and ever-predominating sentiment of love for his native land; features of the soul calculated to endear the Author's portrait of Jean-Bart to English feelings, for they will be sure to recall the image of England's darling champion, HIM of TRAFALGAR—whom it were as needless to name—as it is impossible to forget.

E. M.

THE LIFE

OF

JEAN-BART.

THIS distinguished man was born at Dunkirk on the 20th of October, 1650, and was descended from a family of some respectability in that town.

His grandfather, Cornelius Bart, had the command of some cruising vessels, was wounded in action, and died a few days after. His father, also Cornelius Bart, followed the same profession, and met with a similar fate. He

left two infant sons, John and Gaspard: they were discriminated by their christian names, and John was the elder; but people were accustomed to call him Jean-Bart, and at last the two became one proper name, so that to this day this renowned seaman is known only by the name Jean-Bart.

Different writers have asserted that he was born at Hamburgh, and that he was there guilty of some act which obliged him to take refuge in Holland; but this is a calumny without the slightest foundation. In the first place, the town of Dunkirk makes a boast of having given him birth; next, the Chevalier Forbin, who was envious of his talents and high reputation, would assuredly never have neglected to publish this stigma on the early part of his life; and, above all, it should be remembered that Louis XIV. addressed an order to the magistrates of Dunkirk to furnish him with a faithful account of the circumstances,

general habits of life, natural endowments, and moral and religious opinions of Jean-Bart; to state from what family he was descended, who and what his parents were; if married, to whom, whether he had children, &c. The result of this enquiry was, that the Barts appeared to have been originally from Dieppe in Normandy; and that two brothers of the race leaving their native country together, one removed to Dunkirk, where he established himself, and from him the celebrated Jean-Bart was lineally descended.

The other member of the family settled in Germany, and by his personal merit attained to the dignity of Grand Master of the Teutonic Order.

Jean-Bart had an aspiring mind; and, though very young, was not content to remain inactive in the situation in which he was placed by his relations at his father's death. He accordingly entered on board ship

as a cabin-boy, and proceeded to Holland; the striking energy of his character, his courage, and great bodily strength, rendering him an object of admiration to all his shipmates. He served under the famous Ruiter, and soon became a seaman.

The Dutch, intoxicated by their temporary successes, were so rash as to offer insult to the neighbouring powers, and cause several medals to be struck in ridicule of different crowned heads. One of these represented Holland supported by trophies of victory, with an inscription, stating that she had restored various kings to their thrones, swept the seas, and secured the tranquillity of Europe, by the prowess of her arms.

These Republicans went so far as to depict Charles II. king of England, as a cowardly prince; and to vaunt of having arrested the King of France in his career of conquest. They at length evinced the basest ingratitude

towards France, by which country they had been always protected, and even essentially assisted in throwing off the Spanish yoke. They besides used their most strenuous efforts to excite Europe to take arms against the French.

Louis XIV., too high-minded not to resent their insolence, published, on the 16th of April, 1671, a manifesto, in which he made a declaration of war, and assigned his reasons for the measure.

The King of England, to whom the Dutch had likewise given offence, joined his forces to those of France, and both parties immediately prepared for hostilities.

The Dutch, perceiving that they were on the eve of conflict with the two most formidable powers of Europe, endeavoured to collect around them all who were distinguished for ability in the naval profession, and made an offer of employment to Jean-Bart.

He was then but a few months more than one and twenty years old, and had never enjoyed the advantage common to most men of such an education as would have taught him to regulate his conduct in life. The sea had been his study, and except of ships he knew nothing; but native feeling and the strength of his understanding suggested the proper course of behaviour on this trying occasion. He rejected the tempting offers that were made him; and scorning to associate himself in disgrace with those who carried arms against their king and country, left Holland, and returned to Dunkirk.

Real talents are all-sufficient to the man who possesses them: Jean-Bart went on board of a vessel going out on a cruise, and showed so much intrepidity, that he soon became remarkable. The ship to which he belonged never sailed out of the port of Dunkirk without making valuable prizes; and the officers

and seamen declared, that for their success they were deeply indebted to the example he set them.

As yet his name was known only in Dunkirk, beyond which his fame did not extend, though soon after it made such a noise as to reach the Court.

In 1675, perceiving that his prizes had produced him a considerable sum of money, he resolved to employ his talents on his own account. He defrayed all the expenses of fitting out a sloop, carrying two guns and thirty-six men; cruised with her; and in the Texel encountered a frigate of eighteen guns and sixty-five men, but he had the courage to attack her, and boarding her, took and brought her into Dunkirk.

He then made more prizes, which put him in a condition to join several merchant adventurers of that port; the partners fitting out a ten-gun vessel, of which Jean-Bart had the

command. Scarcely had he sailed when he met with a Dutch ship of twelve guns, named the "Esperance," made his attack, and, after an action of some hours continuance, captured her.

After this he proceeded on a cruise in the Baltic, where he lighted on a fleet of merchant-men, consisting of many ships under convoy of two frigates, one of twelve, the other of eighteen guns; this latter he boarded and took, put the other to flight, and destroying some of the ships, took possession of the remainder.

These exploits so encouraged the members of the partnership at Dunkirk, that they built no less than five frigates, and nominated Jean-Bart to the command of the squadron. He went on board the *Palm*, which carried eighteen guns; and on the 23d of March, 1676, put to sea, and came up with an eighteen-gun Dutchman, which he made his own.

This prize was estimated at the value of fifty-thousand crowns.

Some days after he met with eight merchant vessels bound from London, laden with variety of goods, and escorted by three ships of war: one from Zealand, mounting eighteen guns, the two others from Ostend, of twenty-four and twenty-eight guns. As soon as he made them out, he directed one of his frigates to attack the merchant-ships, while he himself fell upon the three sent to protect them. He boarded the Zealander, whose Captain he struck down; and having compelled the terrified crew to surrender, made sail against the ship from Ostend of twenty-eight guns; but she bore away, and the other of twenty-four guns followed her example. Jean-Bart took the merchantmen into Dunkirk, and with them his prize, the Zealander, in which he had left the body of her captain, whom he had slain. The Lieutenant

got it embalmed, and conveyed it back to Holland. This victory conferred great honour on Jean-Bart, for the three commanders of the enemy were men celebrated for their skill and intrepidity.

Jean-Bart was perpetually returning to his native shore with valuable prizes, after having captured the vessels sent to protect the enemy's trade, or put them to flight. In May, 1677, he met with no less than sixteen merchant-vessels, richly freighted, on their passage from Holland to England, and under convoy of a twenty-four gun frigate. With his accustomed spirit he attacked her; but her captain was resolute, and made a most obstinate resistance, which, however, served only to increase the courage of Jean-Bart; who, animating his ship's company by his example, at last, after an engagement of three hours, took possession of both frigate and merchant-

men, and made sail for Dunkirk, to exhibit these proofs of his triumph.

Too ardent and high-spirited to endure a state of inaction, he laboured hard to refit his frigate, and in the month of September of the same year was again at sea. He now came up with a vessel, completely manned, carrying six-and-thirty guns, and convoying several merchant-ships. The desperate Jean-Bart made no hesitation as to attacking, but heading the party, boarded her, overthrew every one in his way; and so intimidated the foe, that he took not only the *Neptune*, the name of the frigate, but also her entire convoy. His triumphal entry once more attracted the admiration of the people of his own town; and the numerous and brilliant exploits of this gallant seaman coming to the knowledge of Louis XIV., his Majesty sent him a medal and a chain of gold.

Peace being concluded between all the

belligerent powers towards the close of the year 1678, the King, who had often heard of the courage and talents of Jean-Bart, wished to have him in his service, and gave him the command of a frigate of fourteen guns, with a commission to cruise against the Barbary Rovers. He soon took a pirate of that nation, having sixteen guns and a crew of forty men, and brought his prize into Toulon.

The famous Monsieur Vauban had heard of Jean-Bart, and impressed with respect for his capacity as a naval officer, spoke of him in such terms to Louis, that he conferred on him the rank of lieutenant in the royal navy.

Spain refusing to make compensation to France for the different places which she had given up at the peace, Louis resolved to do himself justice; and marching some troops into the Spanish territory, possessed himself of several posts.

Notwithstanding her weakness, Spain, in

1683, declared war against France, hoping that all the other powers of Europe would join her in endeavouring to interrupt the projects of ambition attributed to Louis XIV.; but Spain was deceived. Holland refused to lend herself to the solicitations of the Prince of Orange; Charles II. king of England, would not break with France; and the Emperor was entirely occupied in opposing the Turks. In consequence, Louis was enabled to direct all his forces, both by sea and land, against the Spaniards.

Jean-Bart got the command of a frigate, and proceeded on a cruise in the Mediterranean. He there met with a Spanish ship of war, having three hundred and fifty troops on board; attacked, took, and carried her into Brest. Shortly after he embarked with the Sieur d'Amblimont, in a vessel called *Le Modere*, composing part of the fleet destined to attack the Spaniards off Cadiz. The two

fleets met, and a severe contest ensued: Jean-Bart distinguished himself by his impetuous valour, and captured two of the Spanish ships of war, but received a wound in the thigh during the action.

In 1688, he commanded the *Serpente*, a frigate of four-and-twenty guns; when, wishing to inure his eldest son to hardships and danger, he took the boy, though only ten years old, on board with him, and sailed from Dunkirk in company with Count de Forbin, who was in command of a ship of sixteen guns. They had orders to convoy several traders laden with king's stores, and bound for Brest. On the passage they came up with a Dutch privateer, carrying fourteen guns: they chased, out-sailed, and boarded her. The Dutchman, in despair, fought resolutely, and did not haul down his colours till he had lost half his crew; but Jean-Bart and Forbin carried the prize into Brest, along

with their own convoy of merchantmen. Jean-Bart, at the moment when the privateer opened her fire on him, fixed his eyes upon his son, and discerning something like fear in the child, ORDERED HIM TO BE LASHED TO THE MAINMAST, AND LEFT HIM THERE DURING THE WHOLE ACTION.*

This may at first appear a hard-hearted proceeding; but such a man as Jean-Bart would gladly see his son perish in battle, rather than have him live a coward. The lesson had its utility, for the son afterwards attained to the high rank of Vice-Admiral.

Forbin and Jean-Bart received orders to go to Havre, and convoy twenty merchant-ships ready to put to sea. In the middle of the Channel, and when off the Gaskets, they met with two British ships of war, of fifty guns

* This amazing act, and most awful trait of character, can hardly be paralleled in the biography of any individual, ancient or modern.

each; the Prince of Orange, afterwards King of England, having prevailed on that government to declare against Louis XIV. Under a press of sail the two British ships came up with the French convoy; and Count de Forbin urged Jean-Bart to get out of the reach of the enemy, but this degrading step he vowed he would never take, and as commander his orders were absolute.

He and Forbin armed three of the stoutest of the trading vessels, manning them with seamen from the others, and directed them to fall upon one of the two fighting ships, so as to keep her engaged, while they attacked her companion. Jean-Bart, desiring the Count to support him, stood under full sail towards one of the British frigates; but at that moment the wind falling calm, he failed in his attempt to board, and his bowsprit got entangled in the enemy's rigging.

The Count de Forbin came promptly to his

assistance; and Jean-Bart disengaging himself, they attacked the foe together with so much vigour, that they drove the English from the deck and forecastle, and were actually on the point of taking possession of the ship, when the other English vessel came up. The three merchantmen, instead of getting into action, as was agreed upon, took to flight; and the Englishman attacked the two French frigates at the distance of pistol-shot, thereby giving a new character to the conflict, which now became tremendous.

Jean-Bart and Count Forbin fought like enraged lions, to give the merchant-ships time to escape; but at length the greater part of the crews of the French ships having fallen, both commanders being wounded, and their decks swept from stem to stern, they were utterly disabled, and hauled down their colours. The victory cost the English dear; they lost a great multitude of seamen and

officers, and among others, their captain. The command devolved on a boatswain's mate,* who carried off Jean-Bart and Count Forbin, with their ships, to Plymouth, where he treated his prisoners with much severity. He was exasperated on perceiving that their courage, and gallant obstinacy in defending themselves, had been the cause of such grievous losses to the British, and the means of the trading-ships escaping into Rochelle.

They stript Count de Forbin, but allowed Jean-Bart to retain his clothes, because he could speak English.

The governor of Plymouth showed every mark of respect to the two brave captives, and inviting them to his table, entertained them magnificently, but he did not order Count de Forbin's clothes to be returned;

* This is scarcely possible; the word, however, in the original is *contre-maitre*, but may be rendered, inferior officer.

and when dinner was over, he had them both removed to a miserable inn, where they were shut up in an apartment, the windows of which were secured with iron bars, and they had sentinels posted outside. No precaution was too great to restrain a man so enterprising as Jean-Bart. Two such chieftains as he and Forbin were naturally rendered impatient by confinement, and devoted every hour of their time to forming plans for escaping from captivity. An accidental circumstance assisted them: a violent gale of wind came on all along the English coast, when a seafaring man of Ostend, a relation of Jean-Bart's, happened to be out with a small vessel from his own port, but he was so much damaged in the gale, that he was forced to put into Plymouth to refit. Here he learned that Jean-Bart was a prisoner of war; and having asked leave, obtained permission to go and see him. Forbin and his fellow-prisoner

immediately acquainted him with the schemes they had formed for escaping, and offered him twelve hundred livres to assist them. The money tempted him, and he supplied them, in the first instance, with a file, that they might cut through the bars of their window.

The surgeon who attended to dress their wounds joined in the plot: he was a native of France, and having been taken prisoner on board a French ship, was extremely anxious to return to his own country. Two cabin-boys who waited on them were likewise won over by promises, and served them faithfully. At the end of eleven days the boys informed the prisoners that they might now get away, for that they had found a sailor drunk and asleep in his own boat, which, having removed him into another, they had run up into a neighbouring inlet, where they might embark during the night without being discovered.

They requested the surgeon to direct the Ostend captain to provide bread, beer, cheese, a compass, a pair of dividers, and a sea chart; to put them into the boat, of which the boys had got possession, and to have every thing ready by midnight.

The two captives hastened to file the gratings of one of their windows; and as soon as the Ostend man had thrown a pebble against the glass, as was agreed upon, they made fast their sheets to the stump of the bar they had filed through, came down, and found their sea friend waiting for them. They got quickly into the boat, along with the surgeon and the two boys; and Count de Forbin, who was still suffering from his wounds, took charge of the helm; Jean-Bart pulled the bow oar, and the boys the other. In crossing the harbour they met several British cruisers, who hailed them with "*what*

"*boat?*" Jean-Bart, who, as we have already said, spoke English, replied, "*a fishing-boat.*"

A very dense fog which came on during the night favoured their escape; but they were two days and a half crossing the Channel. Jean-Bart, young and very powerful, rowed the whole time with a perseverance which amazed Count de Forbin, relaxing his efforts only while he ate a mouthful of food, and in that way not losing many minutes. They at last reached the coast of Britanny, after a passage of sixty-four leagues, and landed at a village called *Haqui*, six leagues from St. Malo. Here they found a party of six men employed to intercept and arrest fugitives of the reformed religion trying to get to England. One of the soldiers recollecting Count de Forbin, saluted him, and told him it was reported that Jean-Bart and he were dead. On reaching Saint Malo they met with several merchants, who made them

offers of money. The Count went up to Court; but Jean-Bart, who had not any interest there, was unwilling to go, and was, in fact, afraid of being upbraided by those in power for having made a bad defence in the late action. But his fame had preceded him; for the crews of the merchant-ships, saved by his having exposed himself, had proclaimed aloud the valour of De Forbin and Jean-Bart, declaring that to them alone they owed their preservation, and that these two gallant men had sacrificed themselves for the common safety.

Count de Forbin, informed of the sentiments of his Majesty towards them, waited on M. de Seignelai, chief of the naval department; and was most graciously received by that nobleman, who presented him to the King, many marks of whose esteem he experienced. Among others, having commanded him to relate the particulars of his expedition, his

Majesty made him a present of four hundred crowns.

Count de Forbin declares that he did justice before the King to Jean-Bart, assuring his Majesty that he had shared in every danger with him, that his personal courage was equal to any achievement, and that he was truly deserving of the royal notice. The Monarch appreciated justly this trait of character in the Count, and said to M. Louvois, who was standing near him, "Count de For-" bin has done what is not very common at " *Court;*" made him a captain in the navy; and conferring the same rank on Jean-Bart, gave him a like sum of money.

This behaviour of Count de Forbin would merit the utmost praise which could be bestowed, if we could credit the fact; but he is not always to be believed, when speaking of Jean-Bart, as the sequel will show.

In 1690, the King fitted out a large arma-

ment at Brest, the command of which was given to Count de Tourville, who was made Vice-Admiral. Jean-Bart, then at Dunkirk, received orders to take the command of the *Alcion*, of forty guns, and two hundred and twenty men, and to join the Brest fleet, consisting of sixty-eight ships of war, and one and twenty fire-ships.

The fleet put to sea the 23d of June, 1690, made the Channel on the 29th, and ravaged the British coast. On the 4th of July, Count de Tourville sought for some individual possessing sufficient boldness and address to reconnoitre the enemy. Jean-Bart offered himself; and getting on board a little sloop provided with nets, he approached the enemy during the night. They hailed him, "*Who goes there?*" and he replied in English, as on another occasion, "*a fishing-boat;*" on which they allowed him to pass; when having attentively examined the enemy's

position, he returned to make his report to M. de Tourville. The hostile force consisted only of fifty-seven ships of war, and thirty smaller vessels, frigates and fire-ships.

They were drawn up in line to windward, the ships being distant from one another about half-cable's length. The Dutch led the van, the English admiral of the red the centre division, and the admiral of the blue the rear. All their ships were of greater force than those of the French fleet; as they had more than twelve of one hundred guns each, and the rest in proportion. Their fire-ships and other light-armed vessels, lay to windward of their line.

From the information he had received, the Count de Tourville prepared for action, formed his line of battle, stood for the enemy, and began the attack at nine in the morning. During the engagement, which continued the greater part of the day, the Dutch displayed

more spirit than the English: six of their largest ships were dismasted, and several others driven on shore, and burnt by the French. They lost altogether fifteen sail, and had two-thirds of their men either killed or wounded. The French had four hundred killed, and about five hundred wounded.

Two ships having been laden by the King's orders, at Hamburgh, with powder, copper-sheathing, lead, arms, &c. the vessels lay in the Elbe to refit, but there was an apprehension that the Dutch, getting information of this, might capture them. It was therefore determined that some one should be selected who was capable of convoying and protecting them; and Jean-Bart was intrusted with the expedition. He set sail directly, and arrived at Hamburgh; where he learned that the two ships were not yet ready. But disliking an interval of inactivity, he proceeded to cruise off the coast,

obtained forty-five thousand crowns as ransom for ships which he intercepted returning from the whale fishery; reached the Elbe in sufficient time to rejoin the ships laden with military stores; faced several vessels of the enemy sent out on purpose to interrupt his passage, and at length got safe into Dunkirk with his convoy.

Louis XIV. hearing that the enemy were making the utmost efforts to repair their losses in the Channel during the preceding year, sent orders to Count de Tourville to prepare every thing necessary towards a spirited resistance. The Count set out for Brest, reviewed the fleet, saw its state of equipment, and got ready for sea.

Jean-Bart commanded the *Entendu*, under an admiral of the blue; she had sixty-six guns, and a crew of four hundred men; but this year nothing particular occurred between the French fleet and that of the enemy. He

withdrew into Dunkirk to wait for the King's orders; and the English blockaded that port in such a manner as to hinder any large ships from entering there, or coming out.

Jean-Bart growing impatient at being thus shut up, determined at all hazards to escape from this insupportable state of idleness; and proposed to M. de Pontchartrain, at that time Minister of the Marine, and successor of M. de Seignelai, who was now dead, to fit out a squadron of small vessels, assuring the Minister that with this squadron he would slip to sea through the enemy's fleet, and annoy the trade carried on between the Dutch and English with so much freedom in the North. M. de Pontchartrain, from the very first, relished his plan; directed him to prepare the intended armament, and supplied him with the requisite sums of money.

A Court has ever been the residence of envy; and in that of Louis were found some

who were jealous of a man of obscure birth, like Jean-Bart, who could attract thus the notice of persons in power, and be entrusted with an expedition of the utmost consequence. They maintained that Jean-Bart's project was impracticable; and that his object was to allure the King into a great expenditure of money, which would be thrown away. The Minister too readily gave ear to their suggestions; wrote a somewhat severe letter to Jean-Bart, and ordered him to discontinue his preparations.

A man of less firmness of mind would have sunk under the pressure of this invidious attack; but not so Jean-Bart. He returned an answer, concerted between him and Count de Forbin, affirming to the Minister that his design was so well digested as to put his success out of doubt; explained the means he intended to employ for the attainment of his object; took all responsibility on himself;

and declared that the interests of his Majesty made it incumbent on him to pursue his intentions.

To this reasoning M. de Pontchartrain yielded implicitly; and replying in very obliging terms, encouraged him to persevere. The equipment being completed, Forbin and he got under weigh at night; Jean-Bart, who led the squadron, directing the other captains to follow him, and do as he did. He accordingly passed through an opening left between the enemy's ships, and fired both his starboard and larboard guns, his followers imitating his example; and thus Jean-Bart made his way into a clear sea, while his astonished opponents never once dreamed of being attacked; and by day-break he was out of sight!

Towards evening he discovered six sail holding the same course with himself, and concluded them a detachment from the

squadron which blockaded Dunkirk. On proceeding to reconnoitre he found that they consisted of four English merchantmen, richly freighted for Russia, and under convoy of two ships of war, one of fifty, the other of forty guns. During the night he lay to; early the next morning attacked the larger vessel of the two, and meeting with but little resistance, he in the end got possession of both, and of the four merchant-ships.

Jean-Bart had orders from government to burn all the vessels captured from the enemy; but Patoulet, the inspector of Dunkirk, with a view to his private interest, qualified Jean-Bart's orders; told him it was the intention of the Court to except prizes of a certain value, and placed a Commissary over him, who had it in command to send off to him all prizes of consequence. As the four ships in question were worth at least four millions of livres, the Commissary took possession of them, and had

them manned, and convoyed by a frigate to Bergen in Norway.

Two days after this, the squadron under Jean-Bart came up with the Dutch fleet returning from the herring fishery, amounting to one hundred sail, and protected by two forty-gun ships. The Dutch concluded themselves safe, supposing that the English who blocked up Dunkirk would hinder the terrible Jean-Bart from coming out. But he took the fighting-ships, burnt the rest, and removing the crews from the prizes, let loose his prisoners upon the English coast. And soon afterwards, meeting with a Dutch frigate of thirty-six guns, he ran her on board, and burnt her. In fact, during this cruise he made prizes of every description, and in vast numbers.

He next proceeded to the coast of Scotland, landed there, and intrenched two hundred and eighty of his different crews in a place where

they would be enabled to cover his sloops and boats in their retreat. He then plundered and set fire to some villages; and an alarm spreading in the neighbourhood, they raised a small body of troops, amounting to about three hundred men; but on these the intrenched French opened a heavy fire, and put them to flight. Before leaving Scotland Jean-Bart burnt many of their fishing-craft; and putting to sea, disembarked at Bergen in Norway, where, as before said, they had sent the four merchant-vessels and their escorts.

The manner in which Count de Forbin mentions Jean-Bart in his memoirs implies that at this period he was mortified by witnessing the elevation of a man whose birth was so much beneath his own, yet who was so greatly his superior in merit. He states, that having left the squadron, he arrived at Bergen some time after Jean-Bart, and found

him engaged in carousing in a public-house, which he could not be induced to leave; that he altogether neglected his affairs; and that the Governor of the place, taking him for a common mariner, thought so contemptuously of him, that he took away the prizes made by Forbin and him at the beginning of the cruise, without the smallest opposition on the part of Jean-Bart. He adds, that he remonstrated with him on his neglecting his own interests, and suffering such unhandsome usage; that he went to the Governor, who understood a little French, and asked him, in rather strong language, by what right he took possession of prizes made by the ships of his most Christian Majesty; that the Governor, in reply, declared his ignorance of the fact of their belonging to the King of France; that he had supposed them private trading ships; and that for particulars he must address himself to the Superintendent.

Count de Forbin avers that this officer coldly referred him to the Governor; and that, perceiving themselves to be trifled with, he advised Jean-Bart to do himself justice. Accordingly they instantly manned their sloops and boats, boarded the prizes, and expelled the Danes appointed to guard them.

Count de Forbin, continuing his very plausible statement, subjoins, that he wrote, on the part of his commanding officer, to M. de Prunevian, the French Ambassador at the Court of Denmark, and requested him to make a complaint to the King of the insult which the Governor and Superintendent of Bergen had offered to the French flag. Then, as he states, they inspected the ships, and found that their holds had been broken open, and pillaged; that they procured an inventory of what the prizes contained, prepared a regular form of accusation, obtained the evidence of those who remained on board the

captured vessels, and that having imprisoned the guilty Commissary who accompanied them from Dunkirk, they likewise ordered the arrest of the captains of the frigates who convoyed the prizes.

Is it credible that a man of a character so fiery and restless as that of Jean-Bart would remain in a state of such servile tranquillity as Forbin's story insinuates? That he would continue overwhelmed in indolent stupor, while they despoiled him of the fruits of his valour and enterprize? It is not to be believed that a mind so lofty as his could be capable of such baseness.

In other respects too, M. Bart, his son, who accompanied him in all his expeditions from the year 1690, formally denies the authenticity of those manuscript Memoirs, which M. Bart the Commodore, formerly governor of Saint Domingo, and grandson of

the famous Jean-Bart, has been so obliging as to communicate to us.

Whenever Count de Forbin recites those exploits of Jean-Bart in which he himself had any share, he lays claim to all the glory, and seems to record only the dictates of vanity. In proof of this he represents that great seaman as a stupid person, incapable of forming any plan, or executing any enterprize of importance; while of those actions in which he took no part, and of which, consequently, he could not boast, he is profoundly silent! For instance, there is one transaction attested by numberless contemporaries, and preserved in various memoirs of the time, but nevertheless not to be found in those of Forbin. While Jean-Bart was at Bergen, an Englishman, who had two ships under his command, arrived there, and went to a public place where foreigners were

accustomed to take refreshments. He there observed a man of a very lofty and determined air, and remarkably tall and robust. Hearing him speak English fluently, it raised his curiosity to know who he was; they to whom he addressed himself replied, "Jean-Bart." 'The very man I was in search of,' exclaimed the Englishman. "Then here is the man "himself," answered Jean-Bart. The stranger immediately entered into conversation with him; and after a few general observations said that he had sought him out because he had the greatest possible desire to try his skill and courage. "Nothing can be more easily "managed," replied Jean-Bart; "I want "some stores on board, and the hour I have "shipped them I will put to sea." 'I will 'wait for you,' answered the Englishman. Jean-Bart finding that a ship freighted from Brest to supply him had been taken by the people of Flushing, sold a portion of his

prizes, and purchased ammunition, &c. with the money thus obtained.

While he was engaged in this business, the King of Denmark wrote to the Governor of the place a letter filled with complaints and menaces. The French Ambassador had insinuated to his Danish Majesty that the rights of nations had been invaded by his permitting any injury to be offered to the vessels of the King of France, and they not at war. The Governor besought Jean-Bart and Forbin to vindicate him to the King his master; but they replied that their sense of honour would not allow them to contradict themselves, but that the utmost they could promise was to request of the French Ambassador to intercede for him, and they kept their word.

When Jean-Bart had completed his preparations for going to sea, he informed the English captain that he intended to be under

sail the following day. The Englishman answered, that when in the open sea he would fight him, but that being still in a neutral port, they ought to behave towards each other with mutual kindness; and invited him to breakfast on board the next morning before sailing. Jean-Bart returned for answer, "the "breakfast of two foes like thee and me "should consist of a rencounter of cannon-"shots and cuts of the sabre." The Englishman, however, repeated his invitation; and Jean-Bart, who was truly brave, and incapable of treachery, judged of his opponent by himself, and accepted his civility. He went on board; and having tasted some brandy, and smoked a pipe, told the English Captain it was time to depart. The Englishman replied, "You are my prisoner; I made "a vow to take and carry you to England." Jean-Bart gave him a look of combined contempt and anger; then lighting a match,

calling aloud to his attendants, and overthrowing some of the English who were on deck, he exclaimed, "Thy prisoner I will never be; "your ship shall mount into the air!" And, holding the lighted match in his hand, he darted towards a cask of powder which had by accident been taken out of the gunroom; when the whole of the British crew seeing themselves on the brink of destruction, uttered a cry of alarm. The crews of Jean-Bart's vessels hearing this, threw themselves instantaneously into their boats, and rapidly boarding the English ship where their Captain was, cut down a party of the enemy, made prisoners of the rest, and took possession of the vessel.

In vain did the English commander remonstrate that they were in a neutral harbour: Jean-Bart carried him into Dunkirk, but left the other English ship in the port of Bergen,

as not having shared in the perfidy of the Captain.

Jean-Bart and Forbin, on their return to Dunkirk, carried with them more than five hundred thousand crowns worth of prizes; and then had orders to go up to Court, and give an account of their conduct. Patoulet, the same Intendant of Dunkirk of whom we have already spoken, had endeavoured to injure them in the opinion of Government; they therefore deliberated on what course they should pursue; and at length agreed that Forbin should take post, and present himself at Versailles; and that Jean-Bart, a stranger to that place, should reach Paris by easy journies, and remain there without discovering himself, until he got further intelligence.

Forbin went directly to M. de Ponchartrain, and made so ingenious a defence, both for himself and Jean-Bart, that the Minister

presented him on the following day to his Majesty, who received him with great condescension; and inquiring for Jean-Bart, announced his wish to see him. The king had often heard of his amazing exploits; and the distinguished seaman hastening to Court, waited for permission to appear in the royal presence. But as he had gone to the Palace *before daylight!* he reposed himself in the ante-chamber. There, knowing nobody, he grew tired, and taking out his pipe, lighted it, and proceeded to regale himself by *smoking.* All the Court attendants who were on the spot were not a little scandalized on discovering that any man could be found daring enough to presume so far; and the guards were for turning him out, telling him that no one was allowed to smoke in the King's residence. He had his answer ready; for with infinite coolness he replied, "it is a "habit acquired in the service of my Royal

" Master, and one which has become to me a " necessary of life: I feel perfectly satisfied " that he has too much justice in his nature " to prevent my indulging myself:" and continued smoking.

As he had never before been at Court, he was known there to no person except the Count de Forbin; and he, fearing the consequence of what he had done, was unwilling to acknowledge his old friend. Presently the King was informed that there was a man who had the audacity to smoke under the royal roof, and refused to go out; on which Louis laughing exclaimed, " I'd lay a wager " it is Jean-Bart; leave him to do as he " pleases:" and soon after directed that he should be introduced.

When he appeared, his Majesty received him most courteously; and said, " Jean-Bart, " you are the only person permitted to smoke " where I reside." At the name of Jean-Bart,

which was so well known, and the kind reception given by the King to this remarkable man, all the Courtiers were astounded; and gathering round him the moment he left the presence, asked him how he had contrived to get out of Dunkirk with his little squadron, while that port was blockaded by an enemy's fleet? He placed the noble inquirers in line, and then with punches of his elbows and thumps of his fists, broke through them, and returning, said, "that's the method by which "I did it." Some of them went in laughing, and telling the King what had just occurred, Louis, to entertain himself, ordered Jean-Bart before him, and thinking to confuse him, inquired how it was he had passed through the enemy's fleet at the blockade of Dunkirk? His answer was full of professional energy, and in true sea phraseology, that he gave them a broadside *starboard and larboard.*

The Courtiers expressed vast astonishment at his boldness of manner; but the King said, "Why yes, his style of speaking is "a little of the coarsest, but his conduct is "gloriously advantageous to me." And then glancing his eyes on them, he added, "Is "there a man among you capable of doing "as much?" A question which made them all droop their heads.

The warrior's name resounded throughout Versailles; and the fine gentlemen of the place were accustomed to say to one another, "Come, let us go and pay a visit to Count de "Forbin and his *bear*." Louis presented the hero with an order for a thousand crowns on the royal treasury. It happened that a person whose name was Peter Gruin was to pay this money, and he lived in a street called Grand-Chantier, in a dismal suburb of the capital. Accordingly to Paris Jean-Bart went; and arriving at the aforesaid street, he asked from

door to door for the residence of *Peter Gruin*, and finding the house, demanded of the porter if *Peter Gruin* did not live there? "This," replied the porter, "is the mansion of Mon-"sieur Gruin." Jean-Bart immediately walked in, ran up the staircase, opened all the doors, and at last reaching the apartment where the master was at dinner with several friends, called out, "Which of you is Peter "Gruin?" "I," answered Peter, "am "called Monsieur Gruin." Jean-Bart, show-"ing him his order on the treasury, exclaimed, "Pay me that." M. Gruin took the paper, read it, and said, as he flung it behind him, "Call in a day or two." Jean-Bart instantly drew his sabre, which he invariably wore instead of a small sword, and calmly said, "Take up that paper, and pay me this mo-"ment." And just then one of the guests recognising the Chieftain, desired M. Gruin to "pay the money without hesitation, for

" that this was *Jean-Bart*, and he was not a " man to be trifled with." M. Gruin started, took up the paper, and told Jean-Bart to follow him, and that he would pay him; and going into his counting-house, lifted some bags full of silver, and proceeded to weigh them; upon which Jean-Bart cried out, " Do " you take me for a *mule*? pay me in gold!" And Gruin, whom terror had rendered ductile, gave him gold of course.

Jean-Bart was advised to attire himself modishly, to wait on his Majesty, return him thanks for all the marks of his bounty he had received, and take leave of him. Forthwith he commissioned the tailor to construct a coat, waistcoat, and breeches of gold brocade, and directed each (including the breeches) to be lined with *silver tissue*. This lining, while the interview lasted, irritated him most horribly, particularly that of the breeches; and, as may be supposed, the King and the

whole Court laughed immoderately when they learned what, in the simplicity of his character, he had done and suffered on the occasion.

Count de Forbin, mortified to perceive with how much more courtesy Jean-Bart was greeted than he himself was, both by the King and his Ministers, and feeling that he was altogether eclipsed, petitioned to be sent to the Brest squadron, that he might not serve any longer with Jean-Bart. But a stranger to the ways of a Court, Jean-Bart was there literally out of his *element;* his active disposition and native courage excited him to go where danger was to be found. He accordingly returned to Dunkirk; where he received the mournful tidings of the defeat of the French in the battle of *La Hogue*, by the combined fleets of Holland and England.

The enemy, after their victory, sent a detachment of their ships, consisting of two and

thirty sail, to blockade the port of Dunkirk; from which place privateers were constantly coming out, and ruining their commerce by the multiplicity of prizes they made.

Jean-Bart, who was in harbour at the time, grew uneasy at being thus confined; and on the 7th of October, 1693, he once more found means to pass through the enemy's line with three frigates, the *Comte* of forty-four guns, the *Hercule* of thirty-six, and the *Tigre*, likewise of thirty-six guns, and a fire-ship. Next day he fell in with four British vessels, richly laden for a Russian port, took them, and carried them off to France. A few days after he came up with a fleet of eighty-six traders of the same nation, got possession of part of their merchandize, and putting the crews into his own ships, set fire to those of the enemy.

He then made a descent on the English coast near Newcastle, burnt about five hun-

dred houses, and regained the port of Dunkirk with his capture, the value of which was estimated at five hundred thousand crowns. Thus an individual was the avenger of France.

Shortly after his return he again set sail with his three frigates for a cruise in the North Sea; when he met with more merchantmen, seized their cargoes, took out their crews, and, in conformity to his orders, burnt the vessels. Perceiving that it was getting late in the season, he determined to run into Dunkirk, and dismantle his squadron; but the commander of a Danish ship informed him that he had come across a Dutch fleet from the Baltic, under convoy of a ship of war of fifty-four guns, a frigate of thirty-four, and another of twenty-six. Jean-Bart, under a press of sail, went in search of them; and coming up with the headmost, which was that of fifty-four guns, he boarded her directly.

The *Hercule* and the *Tigre* did the same by the two frigates, and took them both. The large ship, however, made so vigorous a resistance, that Jean-Bart, after boarding her three times, was beaten off, and she escaped, but left her merchant-ships in possession of the French, who carried them into Dunkirk. No sooner had he refitted his squadron than he put to sea again, with the addition of a fourth ship, and speedily came up with five British vessels in the act of conducting the Prince of Orange to England. He bore down till he was close to them; and the Prince, judging by the bold countenance assumed, and the style in which the four ships were worked, that they had some design upon his squadron, asked what they were? He was answered, that they were four ships of war, commanded by Jean-Bart. At the name the Prince was awed, and ordered the colours to be lowered, saying, "if that bold fellow

"should discover that I am in one of these "vessels, he will venture every thing to take "me."

And the truth is, that if Jean-Bart had ascertained that the Prince of Orange was on board one of the ships, he would have lost no time in attacking, but exerted all his skill and courage to make him a prisoner. It is easy to imagine how glorious for him such a capture would have proved, and how important to France! But, unsuspicious, he allowed the squadron to pass him; and the Prince, in a state of no trifling alarm, arrived safe in England.

Jean-Bart concluded that this squadron consisted of ships of war proceeding to reinforce the enemy's fleet; and he knew besides, that a Dutch fleet, laden with corn, tar, and other merchandize, was on its way by the Baltic from the North, and had a mind to lay hold of it. This fleet he met, under

convoy of three ships of war, one of forty-eight guns, another of forty, and the third of thirty-six. He attacked the three; took the eight-and-forty gun ship; made the other two crowd sail, and fly; and captured eighteen merchantmen.

At this time there lay in different northern ports more than three hundred vessels freighted with grain, by the Queen of Poland, for the supply of France, but impeded in their attempts to get out by the intensity of the frost. Jean-Bart had orders to take the sea immediately with six frigates. His arrangements were completed by the 20th of May, but he was delayed by adverse winds; and the enemy, besides, blocked up the harbour, and had stationed vessels across, so as to intercept any thing that tried to come out.

He was thoroughly aware of the deficiency of corn under which France then suffered; and exceedingly anxious to overcome the

obstacles which opposed his endeavours to get out of port. At length he devised a stratagem, which was attended with success; and proved him a man of genius, although pourtrayed by Count de Forbin as dull and stupid. He collected six lighters, and directed the crews to go off at the beginning of the night, coast along, and then put to sea; and as soon as they were fairly out, hoist lights in their shrouds, but to extinguish these the moment they observed the enemy in pursuit of them, regain the coast, and come again into the roadstead. These orders were punctually executed; and his design had the success which he foresaw. The enemy seeing six ships at sea, supposed them those of Jean-Bart, which had run out; they followed them eagerly, and Jean-Bart escaped out of port on the 27th June, 1694. The crews of the hundred and thirty corn-ships, observing that the ice now afforded them a free passage,

and that they were not watched, became impatient, and got to sea, under an escort of three ships of war, two Danes and a Swede; the neutrality subsisting between these nations and the belligerent powers allowing them to trade generally. The Dutch, notwithstanding this, fitted out a squadron of eight ships of war, under the command of Rear-Admiral de Frise, or Hides de Vries, to carry off the French vessels. The squadron and they met between the Texel and the Vlie; and they were captured without any effort on the part of the Danes and Swedes to defend them.

On the 29th of the same month, Jean-Bart got notice of this fleet at a distance of more than fifteen leagues in the offing, and despatched a sloop to observe them. He was informed that they were eight Dutch ships of war, which had come up with and carried off the fleet laden with grain, for which he had been looking out.

At a moment so important, this great man consulted only the dictates of his patriotic zeal and personal spirit: he addressed his officers, and said, "We must out, and bring "them to action; the interests of France call "upon us;" and immediately commanded them to crowd sail. When he had almost reached the muzzles of the enemy's guns, he again said to his comrades, "Away with "cannon and muskets! pistols and sabres "must do the work. I am bearing down for "the Rear-Admiral; and you, I know, will "do your duty." He then attacked him, received his broadside, gave him one in return at the distance of pistol-shot, and ran him on board.

Rear-Admiral Hides de Vries was a man of vast bodily strength, and undoubted courage; and was foremost in meeting the French, and setting a noble example to his men. Jean-Bart advanced on him with his sabre;

and they contended for a long time hand to hand, dealing each other such tremendous blows, that their weapons actually struck fire. At length Jean-Bart wounded the Dutchman in the breast with one pistol-shot, and in the arm with another, and having given him several cuts on the head likewise with his sword, he stretched him at his feet. The French, inspired with the fury of their chieftain, made dreadful carnage on the enemy's decks; and were masters of the ship in less than half an hour. Two more of the Dutch ships were taken in the same way, and the remaining five fled in consternation.

Jean-Bart inspected the whole of the ships freighted with corn, and carried all off, together with the crews put on board them by the Dutch. Part he sent into different French ports; and proceeded with the remainder, and the three Dutch ships of war, to Dunkirk. The prize which he had himself taken carried

fifty-eight guns, the other forty-eight, and the least thirty-four. On board of Jean-Bart's frigate, his lieutenant and two seamen were killed, and twenty more were wounded: in the enemy's vessels they had three hundred killed and wounded, and the Rear-Admiral died of his hurts. The three Danish and Swedish ships were quiet spectators of the conflict.

On this occasion a young Provencal seaman performed an exploit which deserves to be recorded. Jean-Bart, on boarding the Dutchman, announced his intention of giving ten pistoles to him who should bring him the Admiral's flag, and six to the man who delivered into his hands the ensign flying at the stern. The seaman alluded to rushed boldly into the enemy's ship, and ran up the mainmast, to seize the flag; the boatswain's mate of the Dutchman seeing this, fired two musket shots at him, one of which went through

his hand, and the other pierced his thigh. The wounded man, with almost incredible composure, folded up his hand in his handkerchief, and tying his neckcloth about his thigh, persevered in going aloft; and pulling down the colours, wrapped them round his waist. He then came below, and made his way to the after part of the ship, in order to seize the flag flying astern. Already he had it half off, when the boatswain's mate again noticed him, and struck him with a boarding-pike; but the Frenchman turned on him, and with the sharp point of a small axe which he carried in his belt, knocked out one of his eyes, and flung him upon the deck; then calmly pulling away the remnant of the flag, rolled it round him, and running, delivered both to Jean-Bart, who bestowed on him the promised recompense. But such a man was sure to make his followers heroic!

The gallant chieftain reached the port of

Dunkirk on the 3d of July, and immediately wrote the following letter with his own hand to M. de Pontchartrain, Minister of the Marine at that time. The letter is a proof that M. de Forbin was wrong in saying, as he does in his Memoirs, that Jean-Bart could neither *read* nor *write!*

" My Lord,

"I take the liberty of writing to " inform you, that on the 29th of last month, " when about twelve leagues at sea, and be- " tween the Texel and the Meuse, I fell in " with eight Dutch ships of war, one of them " bearing a Rear-Admiral's flag. I directly " sent a ship on the look-out, and learned " that these vessels had captured a fleet laden " with corn, and bound for France; and " that they had compelled all the ships to " follow them, and the Master of each to " come on board. In such circumstances I " conceived it to be my duty to fight the

" enemy, and retake the grain. Accordingly
" I made a signal for the Captains of my
" squadron to attend a council of war, and we
" resolved to attack the Dutchmen. To set
" a proper example, I began the assault
" myself, and ran on board the Admiral; of
" whose ship, though mounting fifty-eight
" guns, I took possession, after an action of
" half an hour's continuance, during which
" we remained on the enemy's deck. In this
" short space of time he lost at least one
" hundred and fifty men in killed and
" wounded. Among the wounded in the
" enemy's ship was the Rear-Admiral Hides
" de Vries; who received a pistol-shot in the
" breast, a musket-ball in the left arm, and
" three cuts of a sabre on the head: they were
" obliged to amputate his arm. The *Mignon*
" took a ship of forty-eight guns, and the
" *Fortune* one of thirty-four. The five other
" vessels of the squadron perceiving that the

"Admiral had struck, took to flight; but I "have brought into this port thirty of the "corn ships.

"The action was fought in presence of "Danish and Swedish ships, which acted "as convoy, but remained tranquil spectators "of the engagement; and afterwards, with "the other vessels, pursued their course for "different French ports.

"Intending myself the honour of writing "to you more at large, I shall at present only "add, that Rear-Admiral Hides told me he "had orders from the Prince of Orange to "detain all ships laden with grain for France, "and carry them off to Holland. The bearer "of this is my son, who was in the action.

"*Dunkirk, July* 3*d*, 1694."

Young Bart, on reaching Versailles, waited upon M. de Pontchartrain, and presented his father's letter. When the Minister had read

it, he said, "The King is at St. Germain; "you must go with me, and personally "acquaint his Majesty with this most impor- "tant news." M. Bart answered him, 'My 'Lord, I am not in a suitable dress to appear 'in the royal presence.' "You must go as "you are," replied the Minister; "it will be "a proof to the King of your eagerness to "inform him of an event so welcome to his "Majesty, and so honourable to your father." He made him take a seat in his own carriage; proceeded to St. Germain, and presented him to the King, saying, "Sire, I have the honour "of presenting to your Majesty the son of M. "Jean-Bart, who comes to announce that his "father has retaken from the enemy your "Majesty's fleet laden with grain, and that "it is once more in a French port; the par- "ticulars are detailed in this letter." Louis read the despatch; and then asked the youth, "if he was of the boarding-party?" 'Sire,'

replied Bart, 'I mounted the enemy's deck 'with my father.' "Yet you are very young," said the King; "but it is nothing wonder- "ful that the son of *Jean-Bart* should be "brave. Tell your father that I shall find "pleasure in giving him some token of my "satisfaction."

The young seaman was booted, and not being accustomed to walk on polished floors, as he left the royal presence he stumbled, and fell. The King made an exclamation, and motioned as if going to his assistance; but the young man sprung upon his feet in an instant, and the King smiling said, "It is "easy to see that the *Barts* have in them "more of the seaman than the *gentleman-* "*usher!*"

The report spread rapidly through St. Germain, that the son of Jean-Bart had brought intelligence to the King that his father had retaken from the enemy the ships freighted

with corn, and captured, and carried into a French port, three ships of war. The Princess de Conti being desirous to see the hero's son, sent for him, and commanded him to repeat the particulars of the action with the Dutch. When he had concluded, she took a flower from a nosegay which she wore, and said, "Sir, present this flower from me to "your father, with my request that he will "place it in his crown of laurel." This was Venus conferring a garland on Mars; for the Princess de Conti was esteemed the loveliest woman of the day, and Jean-Bart one of the bravest men France had yet produced.

Corn at this time had risen to thirty livres for the bushel, but now fell so low as *three*. This great man, therefore, had by his genius and his courage spread gladness over his native land, when reduced by famine to despair: a triumph which richly merits a

place among the splendid transactions that adorned the age of Louis XIV.

To preserve the memory of it, a medal was struck on the occasion. The design on it represented a ship near the shore, with Ceres on the margin of the sea, holding in her hand some ears of corn: the inscription was, on one side,

ANNONA AUGUSTA;

on the other,

FUGATIS AUT CAPTIS
BATAVORUM NAVIBUS.
M.DC.XCIV.

i. e. FRANCE *supplied with corn by the paternal vigilance of the King, after a victory gained over the* DUTCH, 1694.

Shortly after the King conferred marks of his regard on Jean-Bart; he honoured him with letters of Nobility, and appointed his son a midshipman in the Royal Navy. No commander ever received proofs of the esteem

of his Sovereign more glorious to himself than those with which Louis XIV. complimented Jean-Bart. His patent was as follows:

"Louis, by the grace of God, &c.

"Whereas *there can be discovered no more* "*certain method of exciting emulation in the* "*minds of officers employed in our service, or* "*of stimulating them to the performance of* "*deeds of valour, than that of rewarding those* "*who have distinguished themselves in the exe-* "*cution of any orders entrusted to them, and* "*bestowing upon them such titles of honour* "*as may descend to their posterity;* We, "*induced by these considerations, have granted* "*Letters of Nobility to such of our officers as* "*have most highly signalized themselves;* "*but among them have found none more truly* "*deserving of that distinction than our* dear "and well-beloved Jean-Bart, Knight of "our Military Order of St. Louis, Captain in

" the Navy, *and* Commodore of a Squadron " of our ships of war, *both on account of the* " *multiplicity and the splendour of his exploits.*"

Here is introduced a minute detail of his many great actions, including the last brilliant engagement which we have recorded, and the patent proceeds: " *A great act like* " *this, added to numberless other triumphs, calls* " *upon us for some peculiar testimony of our* " *esteem for his person, and of our sense of* " *the advantages we derive from his services.* " WE *therefore have determined to honour him* " *him with a Title of Nobility, with a view to* " *increase, were that possible, the ardor which* " *inspires him with ambition to distinguish* " *himself; and likewise to encourage our other* " *Naval Commanders to attempt similar acts of* " *heroism in the hope of enjoying the same glo-* " *rious recompense. For these reasons, desirous* " *of rewarding the eminent services of the afore-* " *said* Sieur Bart *with such marks of distinc-*

" *tion as will make known to posterity the high*
" *estimation in which we hold his courage and*
" *conduct, and that he invariably behaved so as*
" *to insure the success of whatever enterprizes*
" *he undertook for our service; of our special*
" *grace, power, and royal authority, we have*
" ennobled, *and by these presents, signed with*
" *our own hand, do* ennoble, *the said* Sieur
" Bart, *his children, and lineal descendants,*
" *male and female, born in lawful wedlock,*
" *and whom we do hereby decorate with the title*
" *of* Gentility. *And it is our will and plea-*
" *sure that henceforward they may be held and*
" *reputed as Nobility and Gentry in all their*
" *rights and privileges, apparent and real;*
" *and that they shall call and style themselves*
" *Esquires; be eligible to every rank, title,*
" *quality, or other dignities of our kingdom;*
" *to obtain, and be possessed of, all fiefs, pri-*
" *vileged estates, and lordships, of whatever*
" *name, style, quality, or condition they may be;*

" *to enjoy all honours, prerogatives, privileges,*
" *franchises, liberties, exemptions, and immu-*
" *nities, to which the Gentry of our kingdom*
" *are intitled, as if they were of an ancient*
" *and noble race, so long as they shall live be-*
" *comingly, and be guilty of no derogatory act.*
" We *also permit the said* Sieur Jean-Bart,
" *and his descendants, to assume and bear*
" *Escutcheons and Armorial Ensigns, of what-*
" *ever impress they may be, with a power of*
" *introducing into their escutcheon of arms a*
" *golden fleur-de-lys on a field azure; which*
" *we have granted, and by these presents do*
" *grant, to him* Jean-Bart, *in memorial and*
" *consideration of his splendid actions, and*
" *these to paint, affix, and engrave, &c. on all*
" *tenements, estates, and lordships to him be-*
" *longing, as shall seem best to him, without*
" *being liable on that account to pay to us or*
" *our successors any tax or impost; of which*
" *we acquit and do for ever acquit him, and*

" *which, to the fullest extent,* We *do give and*
" *remit to him, by these* Instruments. *And these*
" We *commend to all our faithful servants, lieges,*
" *and persons composing our Parliament.*

" *Given at Versailles, in the month of August,*
" *in the year of Grace* 1694, *and of our reign*
" *the fifty-second.*"

On the 27th of April, 1697, the King appointed Jean-Bart a Commodore, ordered him to fit out seven ships of war lying in Dunkirk, and to hold himself in readiness to go to sea.

At this period* the kingdom of Poland had suffered the loss of one of the greatest of her

* This is a very brief account of an extremely curious and dilatory political transaction, the particulars of which are given at large in the *Abbè de Parthenay's* " History of Poland." It appears by this that the Prince de Conti was actually the elected King of Poland, and would ultimately have reigned as such, had he made more haste to present himself to the Diet.

Monarchs. John Sobieski died on the 17th of June in the preceding year, and various candidates laying claim to the Polish Crown presented themselves. Among these were the Prince de Conti; Frederic Augustus, Elector of Saxony; James, son of James II. king of England; Prince Charles of Neubourg, brother of the Elector Palatine; Leopold, Duke of Lorraine; Prince Lewis of Baden; and Livio Odeschalchi, the nephew of Pope Innocent XI.

The suffrages of the Electoral territory were divided between the Prince de Conti and Frederic Augustus. The Primate of Poland was in favour of the Prince de Conti; but Louis XIV. who was carrying on war against his neighbours, did not show himself very forward in supplying the Prince de Conti with the requisite means for his ascending the throne of Poland. The Primate, however, wrote to his Majesty in terms

so strong, that he resolved to send the Prince into that country. He informed Jean-Bart that to his vigilance and discretion he confided his relative, and desired him to prepare to conduct him to Poland.

The Prince reached Dunkirk on the 5th of September, accompanied by the Chevaliers d'Angoulême, de Sillery, and de Lauzon; and having with him eight hundred thousand livres in gold, jewels worth a million, and bills of exchange for two millions more. He embarked in Jean-Bart's squadron of six line-of-battle ships and a frigate, on the evening of the 6th. On the 7th they were off Ostend; and continuing their course all night, escaped nineteen of the enemy's ships of war, drawn up to the northward of Dunkirk in order to intercept them on their passage. At break of day they fell in with two others under sail, and nine at moorings between the Meuse and the Thames. Jean-Bart, assuming

the defensive, held his course steadily. When the danger was past, the Prince de Conti said to him, "Had we been attacked, they "must have taken us." Jean-Bart answered him with great composure, observing that 'The 'thing was impossible.' "What could you have "done?" cried the Prince. 'Sooner,' rejoined Jean-Bart, 'than have struck to them, I 'should have set fire to the ship, we should 'have been blown into the air, and so they 'would *not* have made us prisoners: my son 'was posted in the gun-room, ready to clap a 'match to the powder-magazine the moment 'I made the signal!' The Prince, in a tremor exclaimed, "Sir, Sir, the remedy is worse "than the disease: I request you may not "try it while *I* am on board!"

On the 10th in the forenoon the fleet anchored between Cape Erneuse in Norway, and Walcheren. Immediately the frigate, commanded by M. de Nogent, made sail for

France, with despatches for the King, containing particulars of the voyage, and informing him that the Prince was out of danger.

The 13th, Jean-Bart came to moorings near Elsineur. On the 14th, at five o'clock in the evening, he passed under the Castle of Croneburg, which commands the entrance to the Sound. The King and Queen of Denmark, the Princes, and the whole Court, were assembled on the terrace-walk of the bastion to see his Highness go by; the fleet, in order to keep its course, being obliged to come within the distance of perhaps two musket-shots. After the customary salutes on both sides, the Prince de Conti directed that their Majesties should be complimented with a discharge of fifteen guns, which was answered by nine from the Castle. The squadron remained for two days before Copenhagen, and sailed on the 17th, but did not reach the

harbour of Dantzic till the 19th, owing to contrary winds.

Many of the Bishops and some distinguished noblemen paid their respects to the Prince, and were liberal of their promises of support. On the 13th of October a general Assembly was held at Oliva, but nothing occurred there to correspond with the hopes they had given to his Highness; who discovered that he should be called upon to lay out large sums of money, and shed much blood, without perhaps obtaining the crown to which he was invited. The Prince therefore returned on board Jean-Bart's squadron, put to sea, and arrived at Dunkirk December the 10th, 1697; while the Elector of Saxony gained over the Primate of Poland to his interests, and was proclaimed King, by the name of Augustus the Second.

All the belligerent powers, jaded with the continuance of the war, ratified the treaty of

the Peace of Riswick; and France acknowledged the Prince of Orange as King of England, under the title of William the Third.

Jean-Bart took advantage of the peace to enjoy repose in the bosom of his family, after the toils and dangers to which he had been so long exposed. He went with his wife and children to pass some weeks with Nicholas Bart, the vicar of Drinckham, in the lordship of Bergue-Saint-Vinoc, and his near relative. On his arrival, he addressed him, "Cousin, I "am come to spend a few days with you, but "on condition that you do not put yourself to "any expense on my account: so long as I "remain with you, not a stew-pan goes on "the fire at your own cost; you shall feast "at mine."

In his person Jean-Bart was tall, and finely proportioned; his masculine frame seemed moulded to endure the hardships of a mariner's life. All his features were regular; he

had a sweet expression of countenance, a bloom on his cheek, fair hair, and remarkably well-cut large blue eyes. He was grave, modest, and a man of few words; and would say, when his own praises reached his ear, "*Fortune* favoured me; those who acted under "and with me, deserve at least as much "applause as I do." His natural temper was gentle; nor was he ever irritated unless actual offence was offered. He had much native humour and solid sense, but no knowledge whatsoever of the world: vigilant and energetic, he was ever ready for enterprise, and pined in a state of inactivity. These qualities in him were sustained by an inherent fire and courage, equal to any imaginable attempt, though perpetually under the guidance of discretion. He courted and seemed enamoured of danger when inevitable; where he foresaw neither honour nor emolument, he shunned it. He many times ran directly

through the enemy's fleets stationed to intercept him; and, with a far inferior force, attacked his opponents, and took both the merchant-ships in a convoy, and the ships of war sent to protect them: his famous expedition in 1694 transformed the despair and famine which pervaded France, into rejoicing and abundance. The name of JEAN-BART was terrible to English, Dutch, and Spaniards. They knew his system to be—a determination to board, never to fire till at pistol-shot distance, and instantly after to rush up the sides of the enemy's ship.

A premature death deprived him of honours which still awaited him; but glory avenged him, and his meed was IMMORTALITY.

This great man, without fortune or connexions, rose to one of the highest stations in the Navy, in which his services form his brightest eulogy. His Life may furnish a model to those who pursue the same career, and stimulate the brave to emulate him, and found their hopes of advancement on the grateful feelings of a Government, under which merit may always look for its reward.

Innumerable fictions have been published respecting Jean-Bart; but our statement rests altogether on authentic documents. He was twice married: first to Nicole Gontier, of a gentleman's family at Dunkirk; and by her had a son, François Bart, of whom more in the sequel. His second wife was Marie-Jaqueline Tugghe, also of a highly respectable family

of Dunkirk; by her he had six children, two sons and four daughters. The sons were Jean-Louis Bart, who died a midshipman at Dunkirk; and Ignace Bart, who died a lieutenant of a ship at Martinique, in 1766. Neither of these left any offspring.

His daughters were Jeanne-Marie, married to M. de Ligni, lieutenant-colonel of the regiment *D'Agenois*: he left two sons in the service.

Marie-Madelaine, the wife of Baron de la Barthe de Thermes, a descendant of Maréchal de Thermes: she died at Sarlat in Perigord, on the 18th of June, 1781; having had a daughter married to the Marquess de Carbonnier, and who left several children.

Marie-Françoise, married to M. de Cadouche, first lieutenant in the regiment of Swiss Guards, with the rank of colonel.

And, lastly, his fourth daughter, N—— Bart.

François Bart, the eldest son, followed the steps of his father, and maintained the splendour of his illustrious name. He accompanied his father in almost all his actions; shared with him in eleven boarding parties, and was in eight more after his death, making in all nineteen. There was, perhaps, hardly ever a naval officer who exposed his life so frequently. He died the 25th of April, 1755, a vice-admiral, and left many children, and among them two sons; one of whom died childless, the 6th of July, 1782, Colonel Commandant of the corps of Engineers. The other, whose name was Philippe-François, died the 12th of March, in the year 1784, aged seventy-nine, and without issue. His distinguished services raised him to the rank of Commodore, General of the Leeward Islands, and Governor of St. Domingo. He had retired, on account of his infirmities, to live with his sister; and was surrounded by a

circle of friends, whose esteem and affection he secured by the moral purity of his conduct, and the gentleness of his manners. This was the last male descendant in a direct line from the great Jean-Bart.

It may be said that valour was hereditary in the family. Gaspard, the brother of Jean-Bart, distinguished himself in the naval history of Dunkirk by having made a great number of English and Dutch prizes. His son followed his example: his grandson, Pierre Bart, pursued the same course, and finished his career gloriously. Of this we have the following statement of particulars from an officer of the navy, who was an eye-witness. In 1759, Government gave Pierre Bart the command of two frigates at Dunkirk, the *Danaé* and the *Harmonie*, with a commission to transport provisions to Louisbourg, the capital of Isle-Royale, at the entrance of the River St. Laurence, and then besieged

by the English. While completing his preparations, some fishermen brought him intelligence that the English, informed of his design, were making dispositions to intercept him with a superior force. He, notwithstanding, continued his preparations; but when completed, he went up to Court, and represented to Ministers the danger of exposing two ships, one of which only was armed, and the other laden with merchandize, and which, therefore, could not possibly resist the force brought against them by the enemy.

A Captain of the Navy who was present, observed to the Minister, "If M. Bart finds "so much difficulty in this undertaking, my "nephew will supply his place." M. Bart instantly retorted, "Of course, since you "propose your nephew, it must be because "you dare not attempt it yourself." The Captain offered no reply to an insinuation which his own flippancy invited; and the

Minister addressed M. Bart, "Go, Sir, the "King confides in your talents, and relies on "your success."

M. Bart accordingly set out with his two frigates, taking the command of the *Danaé*, and attended by his son Gaspard. When off the Doggerbank, an English frigate, and another large vessel of the same nation, attacked him. The officer commanding the *Harmonie* crowded sail, and fled into the port of Ostend. M. Bart, instigated by native courage, determined on fighting, and upholding the reputation of his race; but at the second broadside from the English frigate, he had both his legs broken. He fell upon the deck, where he had placed himself to give orders, and inspire the seamen by his example. His son ran to him, and proposed his being conveyed to his cabin, that he might have his wounds dressed; but the father replied, "My son, leave me "where I am; I wish to command while

" life remains: when I am dead take my " post; but remember to maintain the honour " of the French flag, and that of our family." In saying these words he expired. His son took his station; but was immediately after killed in the heat of the action; and the French frigate struck, after having defended herself for six hours. The English, whose admiration their valour had won, performed the funeral obsequies of both. Pierre Bart left several other children worthy of bearing his honourable name.

A PARALLEL

BETWEEN

JEAN-BART

AND

DU GUAY-TROUIN.

Two men of amazing energy and courage appeared much at the same time in the naval service of France,—Jean-Bart and Du Guay-Trouin; who, by their splendid actions, spread dismay among their Sovereign's enemies, and filled the world with their renown. Let us follow them in their professional course, examine their exploits, and endeavour to ascertain which of them is

intitled to the highest place in the temple of Fame. Both were natives of sea-ports fertile in eminent naval characters,—Dunkirk and Saint-Malo; both from their infancy were accustomed to hear narratives of the battles and triumphs of their country; and both panted for the period of manhood, when they might go forth, and seek for HONOUR in the midst of dangers.

Jean-Bart was scarcely more than a child when he was alarmed by the apprehension that maternal tenderness would retain him in that state of indolence always insupportable to a youth of warm temperament, and an active disposition: he sighed for freedom, because he hoped one day to rank with the GREAT. He therefore set out with a resolution to offer himself to the hero of Holland, Ruiter, and accept of the meanest situation in the navy: his courage and attention to his duty speedily elevated him to the highest.

Learning that all the European powers were in arms against his native country, he hastened to tender to her the assistance of his personal prowess, opposed himself to her enemies, and conquered almost as often as he fought.

Du Guay-Trouin was from his earliest hour destined to a state of life the very opposite to that which suited the impetuosity of his character. He was placed in a religious seminary, and received the tonsure; but the dismal tranquillity of the cloister depressed him, and burning to employ his natural energies, he went in search of occupation to Caen. Here, however, from want of knowledge of the world, he was drawn into the tide which, in large communities, hurries unthinking youth into the ocean of licentiousness. It is chiefly in such situations that young men form those connexions which constantly end in ruin. Du Gray-Trouin stood on the margin of the

gulf, and required a Mentor who, uniting severity with discretion, would be able to rescue him; but his father was no more. At this moment of peril, his elder brother, urged by affection for him, flew to his aid, and restored him to the bosom of his family. He then placed him on board a vessel going out on a cruise; and snatching him from the dangers which surround the young and heedless in cities, committed him to the hazard of those to which the seaman is exposed. But Fortune, which had decreed that Du Guay-Trouin should act a hero's part, threw him in the way of risks and difficulties, as if to habituate him to them, and teach him to overcome them. He quickly displayed the greatest talents for his profession, and showed himself fit to command those who were his superiors in experience; and his ship finally became the pride of the French navy.

The reputation of both these men having

reached the Court, the King was desirous of having them in his service, and gave each of them the command of a ship: their zeal was excited by the royal bounty, and the navy lists were soon filled with the names of the prizes they made. On one occasion, indeed, fortune deserted them both; both were made prisoners, and carried off to England, but both had, notwithstanding, the address to break their fetters, and, without exchange or ransom, to return to their country. They speedily had their revenge: they attacked and captured the enemy's vessels wherever they met them; spread consternation throughout England and Holland; and nearly annihilated their trade, as the merchant-ships of the two nations were afraid to appear upon the seas.

In action, the personal courage of these two men was alike unquestionable; they had both the same system of fighting, that of beginning with a broadside, and instantly after boarding

the enemy; each invariably leading the assault, and being first on his opponent's deck, encouraging by their example their seamen and marines, and finishing with victory.

It would seem, nevertheless, that Jean-Bart inspired the English and Dutch with even more alarm than Du Guay-Trouin; they many times blockaded him in Dunkirk harbour, in order to secure themselves from the effects of his activity, but their plans served only to stimulate his daring spirit. He broke through their line with a tremendous fire, overcame obstacles which to any other would have been insurmountable, and every new battle terminated in a new triumph.

Louis XIV. had so exalted a conception of his courage and capacity, that he entrusted him with expeditions of the last importance. While the North Seas were in a manner covered with the enemy's privateers, Jean-Bart was commissioned to convoy two Ambas-

sadors, one to Sweden, the other to Denmark; under the guidance of his skill they passed through a forest of hostile masts, and reached their destinations in safety. The Prince de Conti, whom the Poles invited to their throne, made choice of Jean-Bart for his conductor; and when Louis wished to put James II. again in possession of the crown of England, he selected Jean-Bart for the perilous enterprise. He repeatedly went for grain to Norway and Denmark, and secured the blessing of abundance for his native soil.

His expedition on the 29th of June, 1694, was a subject of astonishment and admiration to all Europe: to evade the vigilance of a blockading force; to attack a squadron consisting of more ships of war than his own, take a part of them, retake one hundred and thirty vessels laden with corn, and conduct them into a port of his own country, together with their captors in irons, must be admitted

to be little less than prodigies of valour and prudence.

The life of Du Guay-Trouin exhibits likewise a multiplicity of brilliant actions. His firmness and courage were splendidly manifested on one particular occasion, when in a solitary ship he found himself surrounded by one and twenty British vessels! He at once decided on the preference of death to the degradation of lowering his flag, and being made prisoner; but he was also anxious to involve the commander of the enemy in his own ruin, and prepared to attack him; when Fortune came to his assistance, a violent gale of wind sprung up, of which, with the rapidity and address of a man of genius, he took advantage, and escaped. His expedition to Rio Janeiro is one of the most extraordinary in the records of human conduct; extraordinary for the magnitude of the project in general, the hardihood of the

25460

enterprise itself, and the adroitness and sagacity with which it was executed.

Louis XIV. was not likely to leave unnoticed in the crowd two men who were, in truth, ennobled by the splendour of their actions: he granted them letters of Nobility as marks of distinction, and raised them to the highest rank in the Navy.

To conclude: Jean-Bart and Du Guay-Trouin shed lustre on the reign of Louis the Great, and deserved each the title of Hero; but we are of opinion, that, on the whole, the combined intrepidity and rapid movements of Jean-Bart place him even higher on the list of renown than Du Guay-Trouin. His name was more terrible to the enemy; he won the confidence of his Prince so thoroughly, as to be entrusted with expeditions of the utmost danger to himself, and importance to his country; and his victories gave repose to the royal mind amidst

the inquietudes inseparable from a throne, by introducing plenty into a nation rendered turbulent by the dread of famine.

REMARKS

BY THE TRANSLATOR.

REMARKS

BY THE TRANSLATOR.

THE STAGE is one of the best emblems of human life. Let a man, towards the close of existence, and just as the curtain is about to fall, ask himself this question, "How have I acted my part?" The answer returned by his own feelings will be decisive. He may, through necessity, have been constrained to undertake a character for which Nature did not intend him; but if thus situated, he has done his utmost, yet failed, his self-satisfaction will be quite as great as that of him who goes off amidst thunders of applause.

If, on the contrary, he has been indiscreet, sulky, lazy, negligent, and insolent, he has but made worse that which before was bad; and may depend on the upbraidings of the *monitor within* being added to the hisses or derision of the spectators, and—felt much more acutely.

Garrick was not, nor *Young* is not naturally more abundantly endowed with the qualifications requisite for their profession than Jean-Bart seems to have been for his. Every thing, indeed, combined to fit the seaman for distinction in his perilous vocation. He had bodily strength, spirit, sound judgment, fortitude, and the countenance of his superiors; he was, besides, stimulated to exertion by narrow circumstances, and provoked to seek for eminence by the want of an illustrious ancestry. The very town of which he was a citizen was so placed as to invite him to the calling he loved; and the situation of Europe during

the age in which he flourished was favourable to the cravings of a daring and adventurous mind.

The ambitious and arrogant disposition of the sovereign of his country, Louis XIV. held out to Jean-Bart prospects, which, under a monarch of a different temper, he could not have enjoyed. And above all, the state of the opposing fleets, especially those of Britain, towards the end of the seventeenth century, was precisely what might have been desired by such as were interested in the triumphs of the French navy.

The ships of England in particular were manned by the ill-directed and unskilful brave: by men too high-minded not to contend, too badly commanded not to suffer reiterated defeats; thus their foes were frequently secure of a result bearing some resemblance both to glory and to victory.

Accident and nature were united in urging

Jean-Bart to undertake the arduous part of a mariner; his stage, the quarter-deck; his country looking on!

They who have read the preceding account of his enterprises can best judge with what success he achieved his purpose of winning independence and renown; and must allow, that, from the opening scene to the last, his performance was most brilliant, and that he was at least as well entitled as the pompous Roman Emperor, at the moment of dissolution, to exclaim to his encircling friends, and to mankind, "*Plaudite.*"

Points of character are most advantageously illustrated by contrast. In how imposing a light is a man such as Jean-Bart beheld, when compared with the Court parasites of his day! With the slight, fluttering, essenced idler, who, in the guise of Count or Marquess, with lisping speech and mincing gait; with a wig on its head like a holly-bush, a silken

coat, scarlet stockings, and red-heeled shoes, and wearing a sword calculated for assassination, not for battle, loitered at home to pursue the debaucheries of the capital! Who wasted his forenoons, extended on a velvet couch, composing pointless epigrams, sipping chocolate, and fondling a lap-dog; and his evenings at the apartments of some antiquated harridan, who, too old for temptation and too wicked for devotion, found her pastime in receiving half a score of such creatures as those above described, and as many of the other sex as resembled them; the happiness of the parties consisting in reciting and admiring their own execrable verses, planning intrigues, playing at *ombre*, talking scandal, and criticising Racine and Moliere!

In contrast with these miscreants, let us view the energetic, hardy Jean-Bart; enamoured of privation, fatigue, danger, pain, and the probability of death, through a senti-

ment of heroic love for his natal soil; and deeming the honour and advantage of France cheaply purchased with his blood.

This celebrated Captain may be thought to bear, in many features of his character, a strong similitude to him, who, in a thousand records, has been styled, and always justly, the brightest ornament of the English navy; to NELSON, who was remarkable for simplicity in his ordinary habits, for unassuming manners, and for what is peculiar to the truly great,—executing *cheerfully* all his mighty task, from the Cockpit, which first received the gallant boy, to that in which he breathed his last sigh for his country.

Like him, Jean-Bart was incessantly anxious to be active; he pined in a state of inertness, his every thought turning on matters connected with his important profession; and, when hailed by the voice of his fellow countrymen, he went forth at the call of duty

rejoicing. Like Nelson, he was famed for quickness of decision in the moment of peril, for almost unparalleled rapidity of manœuvre, for fierceness of attack, and the most perfect disregard of personal exposure. Above all, like the conqueror at Trafalgar, he communicated a new spirit to the service to which he was attached; and rendered the name of his nation nearly as formidable on the seas in his time, as Nelson has made that of Britain in ours.

In a list of men of genius, Jean-Bart would obtain a place among the foremost. Surrounding circumstances in all likelihood assisted to determine the application of his powers; yet they were evidently such as to have insured consequence for their possessor in any situation in which courage, bodily vigour, unconquerable resolution, and a plain and masculine understanding were called for. That he had these elements of greatness in rare perfection

is manifest even from the meagre and incomplete biography prefixed to these observations, and which is, in reality, little else than a scanty professional memorandum. But this detail of his public conduct naturally creates a wish to learn what now can never be told, the domestic pursuits and fire-side deportment of a man so distinguished. One trait of the parental character, indeed, his biographer has preserved, and one, it must be confessed, of a most singular kind. Admitting the anecdote referred to to be true, that he actually bound his son to the mast, and exposed him, though but a child of ten years old, during the fury of conflict, to the probable fate of laceration or death; and giving him credit for the ordinary feelings of a father; the act is altogether in extremes, and would have been so esteemed in the most austere hour of Spartan or Roman patriotism. It was, moreover, founded on an erroneous principle;

because if the youth had been dastardly in his nature, Jean-Bart's proceeding would not have corrected the infirmity; and if not, the expedient was worse than unnecessary.

Whoever may have been the author of Jean-Bart's life, or whatever were his talents, his work abounds in strange and inexplicable passages; of several of which a brief notice may be requisite. In speaking of Charles II. he insinuates his indignation against the Republicans of the United Provinces for stigmatising him as cowardly and effeminate. Personally timid it is possible that the King was not; though men of wit, from their quickness of apprehension and intense love of existence, are often so; but he, when a youth, had displayed gallantry in the disastrous field of Worcester, and on other occasions. Still effeminate he indisputably was; and, politically considered, pusillanimous and mean. He was a slave to pecuniary embarrassments, the fruit

of his licentiousness; he was a pauper and a mendicant in the realm entrusted to his sway; a subservient pensioner to the ostentatious Louis XIV.; bloodily vindictive towards the defeated and powerless adherents of the Commonwealth; irreligious without being philosophical, gay and reckless without the support of innocence; and ungrateful to many who were his surest friends in the season of adversity. The then severe and free people of Holland may stand excused for not entertaining profound respect for such a Potentate.

As to the prodigious success of our Author's Hero in taking ships, among which *frigates* are frequently mentioned, it must be remembered that in the age of Jean-Bart the term was occasionally applied to vessels carrying a smaller number of guns than any now so classed by us. Then, with regard to the innumerable victories obtained over the English,

all that is recounted by the historian of a hostile people may not be true. In the first fight, for example, with De Tourville, victory is claimed unequivocally; but the result of the action shows plainly the cause of it, and that the overthrow said to have been sustained by the British on the occasion, arose not from deficiency of native valour, for their losses were severe, but from neglect of discipline.

What may be called the materials of both the French and British forces are now the same as formerly; but we well know that of late years the consequences of an engagement, particularly on the seas, were reversed, and that discipline perpetually gained the day for England.

This undeniable fact is the more creditable, when it is recollected that French ships of war are often better constructed than the British; yet an English six-and-thirty gun

frigate has many a time been known to come up with and capture a French frigate of equal size and weight of metal; while this prize, when afterwards worked by British hands, shall do what she has failed in before, and come out of action victorious.

The dates throughout the narrative are occasionally confused by the biographer. From the text the reader is left to suppose that the narrow escape which King William the Third had of being made prisoner by the Frenchman, was an event of the year 1694; but long before that William had arrived in England, and assumed the diadem; and even, as King of Great-Britain, had, in 1690, won his important victory at the Boyne.

There are few subjects more interesting than those connected with the doctrine of causes and consequences. A remark which refers pointedly to this very portion of the

valiant Frenchman's story, in which he is said to have been so nigh taking the Prince of Orange. *Accidentally* he did not suspect his proximity to a treasure so valuable; but one cannot avoid conjecturing what might have been the effect on the future interests and general condition of Great-Britain and France, had William been intercepted.

The train of *causation*, as it has been colloquially styled, has in it somewhat extraordinary: it would appear that in human concerns some originally trifling casualty is still destined to be the parent of a long race of awful necessities; occurrences of limitless influence, and which *must* unavoidably happen.

A Country Squire of small estate being Puritanically disposed, resolved to quit the British territory, and settle for the rest of his days in one of the Transatlantic Colonies; *accidentally* an embargo was laid on the ports at the period of his projected embarkation,

and he returned to his county disappointed. The nation was divided by faction; he espoused with enthusiasm the popular cause, and civil war grew out of the prevailing dissentions. The Monarch took arms against the Parliament; was defeated, imprisoned, and beheaded. The kingly government was abolished; a Commonwealth was established; and Britain became supreme in arts, letters, commerce, in military and political importance, under the guidance of the man, who, impeded in his design of going into exile, was now dignified as Oliver, Lord Protector of England.

History, if closely examined, will be detected in frequent inconsistencies with its avowed intentions; but the statements of our author are often glaringly at variance even with possibility. What, for instance, is the reader to think of the anecdote of the capture of Forbin and Jean-Bart? The latter is

allowed to retain his raiment, only because he speaks English; while Count de Forbin is despoiled of his, because he does not. Both are politely made welcome by the British Governor at dinner; to which feast, by the by, we are at liberty to conclude that De Forbin goes naked; and after this their kindly reception, they are both sent to jail!

Sir Robert Walpole was excusable for asserting what he is said to have declared, half-seriously, to his son, that "all history "was a lie." Its pages are too often, in fact, but compounds of some truth and much misstatement.

It would be a fair subject of curiosity to try and ascertain, were that possible, how much of each ingredient might reside in the marvellous account of Jean-Bart's adventure with the English Captain at Bergen! The narrator represents the Frenchman as a most fortunate *bravo*, and the Briton as a perfect

villain. Prejudice apart, the tale is too much for common credulity; but the challenge, delivered and accepted, will remind the English reader of the ever memorable exchange of cards between the gallant Sir Philip Broke and his magnanimous American antagonist, Lawrence, of the *Chesapeake*, who fought and fell like a truly brave and generous foe.

The singular story of Jean-Bart's *stratagem* to save himself and the Prince de Conti from being made prisoners, may to a certain extent be founded in truth. He probably discerned a portion of feebleness in the Prince's character, and had a mind to amuse himself by a jest at the expense of his Highness; serious he could scarcely have been. But the circumstance recalls another of a droll complexion related of one of our distinguished Captains. It appears that he was in command of a frigate in a harbour in the West-Indies;

and the state of public affairs permitting, had invited to a dinner on board several officers belonging to French and Spanish ships then lying at anchor in the same place. The guests of the English Captain assembled, partook of their host's good cheer, and, exhilarated by sociability and wine, proceeded to sum up their various warlike feats, each boasting of his own redoubted valour. The Englishman resolved to put their manhood to the test, and ordered his servant to lay a small cask on the table, and knock off the head of it. He then with much apparent unconcern, stuck a short piece of lighted candle into what presented itself as gunpowder, filled his glass, and requested his astounded company to sit quiet, and enjoy the brief period of life which remained to them all, being himself determined, as he vowed, not to flinch, nor desert his bottle. As may be supposed, he was speedily the only

inhabitant of his cabin ; when laughing outrageously, he with great difficulty brought back the terrified fugitives to witness that the tremendous barrel contained—not the deadly dust they apprehended, but something very like it—*rape seed !*

The Provençal sailor celebrated in the life, behaved with laudable resolution; but it is flattering to national and pardonable vanity to trace in the annals of British boldness the well-authenticated details of many deeds of a similar description. The Frenchman's exploit is nearly equalled by one performed by a seaman of the name of Dawson; who is duly reported for the following deed of intrepidity. In the heat of an engagement with a French ship, the ensign at the main-top gallant-mast head of the seventy-four in which Dawson served was shot away, and hung down entangled. Dawson went aloft, and secured and replaced the flag, which, unluckily, by the time

he reached the deck was again beaten down. Once more, and *voluntarily* as before, Dawson mounted the shrouds of the rocking vessel, with a strong nail in his mouth, and was soon seen ascending high above the clouds of smoke and flashes of fire. When at top, taking off his shoe, he applied the heel as a hammer, and calmly fastened the flag a second time in its proper station.

It were to be wished that a disinterested motive, and only such, could be thought to stimulate the zeal of seaman and soldier. But, unfortunately for the credit of our common nature, that was not the case in the days of Jean-Bart any more than in our own.

The thirst of gold is combined with a desire for distinction; and that is called doing our public duty, and conforming to the laws of honour, which in other circumstances would be termed murder and rapacity. Every thing, however, connected with human

affairs may be said to admit of two distinct views. In his cooler moments the least reasoning man will be ready to confess, that nothing can exceed the horrors of war, except, perhaps, its absurdity. Nevertheless, until the moral condition of our species shall be totally altered, war will be as inevitable as fate; and this being conceded, the warrior will justly obtain the most extensive influence in society, because the continuance of life, and life's delights, is secured to the majority by the courage of those who, scorning repose and safety, court fatigue, danger, and the probability of death, in preference.

There are, in his biography, conflicting testimonies as to the education of Jean-Bart. His letter to the Minister is in some measure official, and might, indeed, have been written for him, though the author avers it to be the work of his own hand. The substance of it, however, is evidently of his dictating, as is

manifest from the modesty with which he avoids a description of his personal combat with the Dutch Admiral, and the particulars of the share his son had in the honours of the victory. He states, with characteristic simplicity, the effect of the engagement, and merely that his son is the bearer of the despatches. Yet it afterwards appears that young Bart was at his father's side when they rushed into the enemy's ship.

During the late war with France the newspapers contained a letter from an English seaman to a kinsman at home, said to be genuine, which such things seldom are, and stamped indeed with almost inimitable marks of nature. It expatiated diffusely on a desperately fought single action; the writer dwelling upon the praises of his shipmates, seamen and officers, and expressing much becoming pride in the triumph of his country's flag. After four pages of minutiæ, and avowing himself his

uncle's loving nephew, came the postscript,—"I lost a leg."

Jean-Bart seems to have deserved almost more than any distinguished man the title of eccentric; and to have abounded in singularities, which unless genuine are not endurable in any one: in him they were perfectly constitutional. As witness the surprising disregard of worldly usages evinced in his *dropping in* on his Majesty, Louis XIV. before day-break, and smoking tobacco in the drawing-room! If any thing could exceed these freaks, it was the incident of the *brocade lining;* an anecdote, one should think, too peculiar to have been invented for him, and entirely too rich and racy to be lost.

How palatable in the present day of rage for minute biography would be a complete account of the private habits, or a copy of the diary, of this extraordinary person!

We must be satisfied to imagine all this;

since the Author of his Life has supplied nothing of the kind. He has, however, preserved a sufficiently clear description of the form and aspect of this hero of the waves. Like one of the greatest men that ever lived, George Washington, the appearance of Jean-Bart implied the properties of his soul. Though, in defiance of all Lavater says, it may be observed that nothing can be more fallacious than the human exterior.

The immortal Victor of Trafalgar had in a short, slender, and seemingly feeble frame, the physical energies of any ten ordinary men. His countenance, too, though indicative of the ardour of his character, and the insatiable wish for renown with which his mind was fired, held forth no warning token of that wondrous self-possession for which he was eminent; nor of the yet rarer and more splendid quality of fortitude, which empowered him to endure with graceful submission what

(all things considered) might be termed the sorest disappointment that ever yet afflicted a manly heart. The digression will be forgiven by Britons for the sake of the subject.

True glory was Nelson's idol; the acclamations of a grateful country the sweetest music that could meet his ear. His honourable longing was again to see his dear England; England secure, happy, and triumphant, through the valour of his seamen, and the prowess of their illustrious leader. Again, attended by the plaudits of an admiring people, under bowers of laurel, and with the garland of the conqueror on his brow, to tread his native soil, and taste the transport of being welcomed by kindred and friends! But it was not so to be; the rapturous anticipation was not to be realized. He was called upon to forego it all in the hallowed cause of his country; and, far from her shores, in the tumult of battle, and on the tossing seas,

bathed in blood, and tortured by excruciating pains, he was summoned to resign his darling hopes, and to die—as a warrior and patriot should. His country and the world know how he passed through the fearful trial. Yet the author of a fashionable novel would expect to be, and would be, laughed at by the young ladies to whom he should dare to present his hero and theirs with an outside as plain as that of Nelson, instead of something at least as handsome as his biographer has depicted Jean-Bart.

Odeschalchi, the unsuccessful opponent of Frederick Augustus in the competition for the throne of Poland, was celebrated for his wealth, munificence, and liberality; and would probably have been a more prosperous ruler than Frederick, whose success was the source of numberless ills to himself and to Saxony. But whoever came after such a favourite of Nature

as the deceased Sovereign, must have been viewed to disadvantage. John Sobieski was one of the greatest men of the Polish Republic. Elevated by his merits, he was victorious over his country's enemies, retrieved the Ukraine from the Tartars, brought back the Cossacks to their allegiance, and delivered the House of Austria from its political perplexities. In a reign of two and twenty years he had to contend with various difficulties; and before the termination of his course, naturally complained of the burden of royalty. But he was a man of vast abilities; understood and could converse in Latin, French, Italian, German, and Turkish; was master of all the lighter accomplishments of the gentleman; was scientific, eloquent, a prudent prince, and a consummate soldier. He was, in fact, to Poland what Vespasian was to Rome.

The De Tourville mentioned in the Memoir, it is almost needless to say, is the same commemorated in the spirited and well-known ballad, "*The Battle of La Hogue.*" He commanded the French fleet in the famous action fought in May, 1692, when Admiral Russel took his revenge, and obtained a complete victory over

"The hostile sails of France."

THE END.

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